

4.11 1998 VALIDATION COMMENTS

This appendix includes comments received in response to the public's review of the draft plan or the public's participation in validation meetings.

Comments are clustered under the specific goal to which they relate or to a specific topic related to the plan. Comments more general in nature are listed under the category "Other".

GETTING AROUND

1. Entire Planning area hostile to pedestrians-recommend sidewalks as top priority in planning.
2. Need pedestrian wheelchair ramps on current sidewalks and paths.
3. Where sidewalks exist, make Americans with Disabilities Act compliant with curb cuts.
4. Sidewalks, this is not a pedestrian friendly area-fix it first!
5. Much more need for pedestrian sidewalks-especially through out HUV.
6. Neighborhoods-do not push sidewalks, they are not wanted.
7. Sidewalks/curbs in all single family neighborhoods! I'd be willing to pay more in property taxes for that! Dump traffic circles.
8. Wonderful to have sidewalks and curbs in core-concerned about width.
9. Sidewalks on side streets within a mile of all schools.
- IO. Sidewalks to schools.
11. **There** should be sidewalks around all schools.
12. Sidewalks and curbs on NE 1 10th from Sandpoint Way to schools.
13. Sidewalks on 1 10th leading to John Rogers School badly planned. No parking on sidewalks there needs to be enforced. A crosswalk warning sign needed at 1 10th and Sandpoint Way.

14. Sidewalks on 11 0th to better access John Rogers: Enforce no parking on sidewalks on 1 10th, crosswalks warnings on 1 10th and Sand Point Way.
15. More sidewalks around schools (Rogers, **Addams**) and 11 0th and N&S side.
16. If possible, please address sidewalks on 109th Street and 40th Avenue NE. Why? These are critical to safe access to John Rogers Elementary School. (It's only two blocks.) Thank you.
17. I was glad to see the circles around the grade schools denoting 'zone of critical improvements," but there is no specific information in that text except "permit sports.. . ."? All the schools need sidewalks and safety measures for students to walk to school-especially now that the school district will allow them to be neighborhood schools. This will help attract the families we want and cut down on traffic.
18. More sidewalks needed in residential areas with high traffic volume, i.e. 137th NE that are on bus routes.
19. Whatever became of sidewalk northside of 135th NE between 39th and 35th NE. What of sidewalk west side of 42nd Avenue NE between 123' NE and 127th?
20. Sidewalks are a great improvement. More! i.e. on 1 15th and 35th.
21. I need a sidewalk on at least one side of 33rd NE. Between NE 125th and NE 130th. Repair the sidewalks that are already there, they are cracked and uneven and broken.
22. Sidewalks and curb 127th, 27th to 30th.
23. **Property** owner concern with wide sidewalks or boulevard type street on NE 127th between 27th and 30th. Would take too much property right up to owner's building.
24. **Sidewalks** in the neighborhood NE 98th Street between Lake City and 35th Avenue NE; and between NE 95th and NE 98th along 27th NE Avenue.

25. Sidewalks on west side of Lake City. Southbound dangerous.
26. 1 5th NE sidewalks and improvements.
27. Need for improved sidewalks on 1 5th NE.
28. 30th NE should be improved with sidewalks on both sides from Lake City Way to 145th. This has almost as much traffic as Lake City Way.
29. The text says sidewalks **along** both sides full length of Lake City Way. The map show only one side from 1st 12th to 123rd. We need sidewalk all along the west side of Lake City.
30. Pinehurst Way and 17th Avenue NE needs sidewalk for safety.
31. Create better walking and biking access on Ravenna Avenue NE. Divert and slow down traffic on Ravenna for better enjoyment of and access to nature preserve and keep roads safer for kids.
32. Improving neighborhood and the lack of sidewalks and close up open storm ditches with 12" or 14" drain pipes. North and east of 1 25th and 35th to 145th needs improving. It seems to me everything west of Lake City Way is getting all the attention.
33. Sidewalks on side streets off Lake City Way and on 30th.
34. **Cheers** to sidewalks on 127th! Sidewalks are also needed on 27th from 125th through to 145th. This is a very busy north-south street used heavily by cut-through traffic.
35. 42nd Avenue NE needs sidewalks.
36. 42nd Avenue NE needs a sidewalk.

37. Sidewalk coverage needs to be expanded in the urban HUB area, but I oppose sidewalks on 42nd Avenue NE which has a woodsy flavor without.
38. Triangle, Lake City Way, 24th NE, Northgate Way needs sidewalks.
39. Other than Civic Core area, funding for sidewalks needs to get more specific as to anyway to fund other than **property/wastewater** disposal assessments.
40. All streets should have curbs and gutters at full street widths. Sidewalks only on business streets and streets with heavy traffic.
41. Where sidewalks have been placed, or will be placed, make sure curbs are also placed to keep cars from parking on sidewalks.
42. New development requires the builder to build sidewalks and **curbings**? Is there a storm drain system to handle this? If not why is the City requiring this?
43. No more maple trees. Too costly to maintain the sidewalks.
44. Keep sidewalks clear of cars, vegetary encroachment, and business encroachment on sidewalk.
45. I understand the desire for more pavings and sidewalks, but in a recent article in the paper an expert is said to have reversed his support of controlling drainage by funneling into detention basins. The result of their system is counter to Goal #7.
46. I polled on your last questionnaire for sidewalks and a lot of the things you have going! But making sidewalks so they get rid of right hand turn lanes and decrease parking is not what I call better.
47. Discussion on use of sidewalks for bikes is legal as long as pedestrians have the right of way. Need curb cuts in sidewalks to make that work. Counter from a bike rider, no the streets are more effective, sidewalks would not have heavy bike rider use.

48. **Car** dealerships along Lake City Way south from Dick's to **95th** encroaching on public right of way, interfering with ability for pedestrians to maneuver on west side of street where there are no sidewalks.
49. Have you been by the Post Office. Talk to any customers or employees about that big sidewalk curb. They are mad! Now that the sidewalk is bigger than the road, I saw one lady drive-up to the mail box on the sidewalk. Me, I just double park and let traffic wait until Christmas! So by cutting off the turn lanes and decreasing parking places you have increased road PAGE!!!
50. Pedestrian access to Cedar Park is needed (sidewalks); walking/biking trail. Crosswalks on **35th** NE north of **125th** is a must.
51. **Under** "Getting Around": The NE **105th** corridor between **19th** Ave NE and **23rd** Ave NE needs an environmentally friendly, i.e. run-off minimization plan. For bicycle/pedestrian paths. No paved sidewalks, please. This would really hurt the Thornton Creek Watershed.
52. **Concerned** about safety of foot traffic on **42nd** Avenue NE. This street feeds hundreds of houses between NE **123rd** and NE **145th**. There are not only no sidewalks, but no shoulders and blind corners in some stretches. Cars go too fast. We need to cover over the ditches and make safe, off-the-street places for adults and children to walk. Thank you.
53. **The** condominium at **90th** and Lake City Way has created a traffic and pedestrian hazard because of insufficient parking and sidewalks.
54. [I'd rather see the money spent on] Sidewalks and curbs in neighborhoods.
55. Put sidewalks where they're really needed like Lake City Way, **1 5th**, and other major **arterials—leave** Victory Heights as it is.
56. **The** appeal of Victory Heights is the lack of sidewalks, the lovely trees, and the feeling that we're a little bit "rural". Not only would sidewalks destroy that feeling, but those of us on the smaller 7000 square foot lots would have the strollers peeking in our front windows since many of us already have houses close to the street.

57. My greatest fear...stand[ing] on the west side of 1 5th at 107th where there's no curb or even any designation where 15th actually is-and this is on a major arterial.
58. As I walked around the Victory Heights **area**...I only imagine how many trees, bushes, and grassy areas would have to be removed to make way for 5 foot sidewalks-God forbid 8 foot sidewalks-This is a residential area-not downtown on the boardwalk.
59. Using, employing curb bulbs, street trees, plantings....These are the worst things for pedestrian safety. They make it hard or impossible for motorists to see the pedestrians and hard for pedestrians to see the cars. Sidewalks should be next to the curb and at least eight feet wide with no plantings. Signals should be installed on any wide street timed for handicapped pedestrians.
60. NE 104th is not a pedestrian oriented street in the same sense the others listed are. In Victory Heights it has a "Dead End" on both the east and west ends.
61. Traffic signal, 1 30th and 35th.
62. Safety must be improved at NE 123rd between Sand Point Way and 42nd Avenue. Vegetation and culverts make it very dangerous for pedestrians. Do something before someone is killed.
63. Sidewalks along NE 127th should be on north side only to allow for auto parking for apartments on south side.
64. Would like more info on the improved access to the Burke **Gilman** trail.
65. Designate NE 125th as a route between the civic core and the **Burke-Gilman** Trail. Easier for walkers in this high congestion area.
66. Please, please, please more sidewalks (particularly near schools, i.e., John Rogers Elementary). More growth means more pedestrians and more cars trying to share the streets. An equation for trouble.

67. **Would** like a lot of emphasis on turning Lake City from one of the armpits of the City to a much calmer "boulevard". Any chance for residential curbs and sidewalks, it'd make a huge difference.

68. **We** live near John Rogers School (since 1964). I think its time we had sidewalks like the rest of the city-real paved roads. It's hard to walk in our neighborhood and the sharp gravel hurts our dog's feet.

69. **The** mid-block pedestrian link from LAKE CITY WAY to the Library is inspired!

TRAFFIC & TRAFFIC MITIGATION

1. With increased density, will have more children. Consider opening of Lake City School or Cedar Park, and the need for overpass on Lake City Way at 137th for school children.
2. Pedestrian overpass/crossing at 130th/127th and Lake City Way.
3. NO bridge over Lake City Way between Northgate Way and 98th. Bicycle and pedestrian lanes are not necessary in Victory Heights. Bicyclists and pedestrians can already go wherever they wish. A bridge over Lake City Way would change the nature of Victory Heights, but a bridge at 95th would be a good idea.
4. Need for pedestrian overpasses or pedestrian friendly crosswalks on Lake City Way at 125th, 127th, 130th, 135th, 137th.
5. Lake City Way crossing at 130th, 127th, 125th (one or more) pedestrian overpasses.
6. Somebody should do something to expedite traffic along Lake City Way, 15th NE, and 35th NE. Synchronize the lights and quit adding more.
7. Make Lake City Way 2 lanes and 1 turn lane just like Ave D in Snohomish.
8. There is a problem with speeders from Lake City Way on NE 98th Street to 35th Avenue NE and also from 35th Avenue NE down to Lake City Way.

9. Speed of traffic moving south on Lake City Way, where the speed limit in Lake Forest Park on Bothell Way is **45mph**, decreases to 35mph upon entering city limits and decreases to 30mph in the business district, however, traffic does not slow and speed limit is not enforced. Need large lighted speed sign noting decrease in speed such as "Business Area – **30mph**"
10. **You** are trying to turn Lake City Way into a freeway. You have wasted so much money on street donuts, etc. Build a freeway around us. Leave us alone.
11. Reduce/slow traffic on Lake City Way in and near Civic Core.
12. My only concern is that the Department of Transportation's plan to put a median along Lake City Way will not create the boulevard look or feel you describe. I understand the need for traffic decongestion, but want a nice, pedestrian friendly street.
13. **Triangle** area at **24th** NE and Northgate Way, several comments on the blind sight of the corner. Want more definite planning on the area. One suggestion considers inclusion in the **HUV**, possible rezone. If this is a proposed monorail stop, want more information.
14. Want a traffic circle at **109th**, approximately 2 blocks west of Lake City Way and Northgate Way.
15. Pinehurst Way and 17th Avenue NE needs a residential zone or speed zone sign for safety.
16. Speed limit **signage** and pedestrian safety along Sand Point Way are substandard. The average car speeds along at 40mph in a 30mph zone. I **want** to see this dangerous situation resolved! By the way, I've already registered a complaint.
17. No mention is made of traffic on Sandpoint Way, I would like to see some progress in mitigating traffic and speeding on it.
18. Include additional law enforcement to curb speeders on Sand Point Way. This traffic is dangerous and noisy. Please do not plan so as to increase this **traffic**.

- 19.1 **5th** Avenue NE and **106th** is a very dangerous intersection because of speeding traffic northbound on **15th**—**not** realizing that **106th** is an acute angle turn-then either missing turn and crashing or rear-ending person turning right (east) on **106th**.
20. Need safer crossing between Sacajewea and those on the other side of **15th**. There have been many recent close calls between kids and cars.
21. Speed on **1 5th** between **95th** and Northgate-can it become one of the areas where it would be routinely patrolled for speed.
22. Wish there was **someway** to address the speeding **traffic** between Lake City Way and Northgate Way on **15th** Avenue NE.
23. **Curbs** needed on **24th** and other paths.
24. Curve **24th** NE at Northgate Way-improve visibility.
25. Pedestrian streets for core and connections to other civic parks and sites. Close **28th** or a portion of it to cars.
26. I have concerns that overflow **traffic** will go down **35th** Avenue NE. I think we need a plan to assure **35th** Avenue NE remains a residential street and not a by-pass thorough fare.
27. Need Fred Meyer to live up to obligation for marked crosswalk on **35th** at the corner of NE **130th**.
28. SE corner of Fred Meyer across **35th** need crosswalk.
29. I'm concerned about the impact on traffic which may use **35th** Avenue as an alternate route instead of going through the new urban village congestion.
30. I would like to see an actual pedestrian activated stop light at the **105th** and **35th** Avenue crosswalk. Traffic is heavy and fast on **35th** and our access to the new

park is hindered 'by how difficult it is to cross 35th. Traffic does not yield, especially to children. (There is no easy crossing from 95th to 1 10th).

31. What plans are being made to keep 35th Avenue NE residential and not become an even greater overflow route from Lake City Way? How about some curb extensions so **traffic** doesn't use the parking lane as another **traffic** lane?

32. 42nd Avenue between NE 123rd and NE 145th. Concerned about safety of people and bikes using 42nd Avenue NE. Only 2 access points for 22 block long residential street. No place to walk. No speed signs.

33. Safety improvements needed along 42nd Avenue NE.

34. 42nd Avenue NE between NE 123rd and NE 145th

42nd Avenue NE is a major residential street with heavy traffic flow! It is a family area with many children, yet is a very dangerous street. There is also heavy pedestrian use, yet no sidewalk or safety precautions. This is an area of a major accident waiting to happen. We would like taken into serious consideration:

- a) Speed bumps. Cars currently travel too fast in this area.
- b) Yield signs where 123rd to 42nd NE and the street (Lakeside?) continuing to the water.
- c) Redirect drainage flow which currently flows directly across the street at several points.
- d) Sidewalk on one side of the street for children and other pedestrians.

35. **There** are many, many families with small children on 42nd. We have speed problem and speedbumping would help. Especially on the "S" curve down to the water. A yield sign on 42nd and 123rd also on 41st and 42nd "Y" would help. We also have a drainage problem where water runs across the street and freezes in the winter (1"-3" of ice). Underground ditches would be great. Thank you!

36. 42nd Avenue NE between 123rd and 145th-Lots of speeders, no speed bumps or sidewalks. We've almost been run off the road 3 times in the last 2 months. Please do something about this before a child (or adult) is hurt. VERY DANGEROUS as is.

37. 42nd Avenue NE and it's community need attention. 42nd carries heavy traffic which moves way too fast for this totally residential street with many **pedestrians** and children. We need a sidewalk! Speed control and traffic flow control!
38. Worried about safety along 42nd Avenue NE between 123' and 145th. Only : access points for cars. A lot of traffic. No place to walk bike. Safety improvements needed.
39. 45th needs major safety improvements.
40. [What do you like best?] Improvements for walking/biking, safe children vs. traffic. I am on 45th Avenue. Traffic is too fast and there is no clear separation between **traffic** and pedestrians. This is a neighborhood through-way. **Althou** it is the main route connecting Meadowbrook Pond, Community Center, John Rogers Elementary at **Burke-Gilman** Trail there are no traffic circles or sidewalks.
41. Be specific about how neighborhoods can develop safety features on streets (47'4.
42. From 95th to 97th traffic is heavy and fast. 98th needs revisions to lessen **throu** traffic. Traffic should be funneled to Northgate Way or kept on Lake City Way. Get rid of stop light at 98th and Lake City Way.
43. Traffic control at 105th and Fischer Place.
44. Do NOW: Caution sign at corner of NE 105th and Fischer Place. Fischer Pla carries school children with NO place to walk. Needs at least one sidewalk path. Safety-first (see traffic-count).
45. Stop cut through traffic on Fischer Place--make it local access ONLY!
46. Corner of 1 05th and Fischer is very dangerous. East bound **traffic** is speeding and over center line crossing. A circle or traffic control device needs to be installed. This becomes a very high priority if the 105th bike/pedestrian trail is acted upon and built.
47. Safety on 45th, and 1 05th between 35th and Lake City Way.

48. Our concern is the area on 1 15th between 35th Avenue NE and Sandpoint Way. Concern over increased volume and velocity of traffic on 1 15th Street NE. I'd like traffic barriers to limit flow and speed of traffic; but without sidewalks. There have been auto accidents along 11 5th NE. We want to preserve the natural feel of the area and are happy to volunteer to care for roundabouts.
49. Also implant more islands in arterials to control traffic speed especially on NE 115th.
50. I am troubled by the waste of public funds to erect street barriers such as those on 1 15th. They do not slow traffic, but add hazards to driving. To me it is plain stupid, dangerous, and looks like hell!
51. Goal 1 is my primary concern. We need to reduce traffic along NE 123rd between 35th NE and NE Sandpoint Way. This is a neighborhood, not a fast short cut. Do something!
52. Concern for safety with the increased traffic on 1 30th west of Fred Meyer to 30th NE. Traffic crosses Lake City Way and moves rapidly up hill to 30th.
53. Increased traffic 1 30th/Lake City Way/30th.
54. 30th to Lake City Way on 1 30th—needs safety care.
55. More crosswalks on 1 37th and 30th.
56. 1 35th Street is mapped for improvements while 1 37th Street is not. 1 37th is the through street from 15th Avenue to Lake City way not 135th Street. Sending traffic across 135th Street between 15th Avenue and Lake City way is exactly the type of problem causing the so called "cut-through" traffic. There are "dead-ends" on many of these streets, including 135th which force traffic to cut right or left to drive through the neighborhood and find a "through" street. 137th is a through street and is the most used because of that fact regardless of designated improvements.
57. I am very concerned about cut through traffic.

58. **Traffic** patterns need reworking.
59. **The** brick crosswalk is unsafe unmarked. Cars pull up and double park or **st** in the red zone causing traffic hazards.
60. I have concern for automobile speed control through out this area.
61. Our main concern is the need for traffic flow controls. The neighborhoods lo: quality with the increase of through-traffic.
62. **Add** curbs to sidewalks.
63. Better **signage**, speed limit, police control.
64. Blinking lighted sign, enforce speed limits.
65. Repaint crosswalk after road resurfacing.
66. Lake City is an old, settled area, we don't need more traffic! No more traffic circles!!
67. Removal of the rounds in the nearby intersections.
68. **Any** improvements to Lake City would be great, but please no more traffic circles! (1 **15th** Street is a disaster to drive with all those new islands!)
69. Get rid of **traffic** circles. Replace the former parking places at Lake City Post Office. Need east-west arterials at 11 **0th** and 11 **5th** Streets. Lake City Way a 1 **25th** intersection needs widening.
70. **Goal** I-I would hate to see this area become like Maple Leaf where every intersection has a traffic circle and many of the streets are one way. All that does is concentrate the traffic on arterials which are crowded now and make more inconvenient for the people who live in this area to get around. Very fe people walk anywhere anymore. Most children ride buses to school.

71. We need sidewalks dearly and traffic circles to slow cars. We now have a Community Center, but it is not safe to walk there with our children.
72. More traffic circles.
73. Work on east-west street right of ways (i.e. 98th).
74. Cars turn signals and failure to make proper legal stop (for pedestrians) at crosswalks and driveways.
75. Need an overpass or bypass to keep through traffic out of downtown Lake City. Sounds impossible. Other than **traffic** problem it sounds great.
76. NE 95th does not need to be a 4-lane road. Why were so many side streets resurfaced. There was nothing wrong with them-no pot holes!
77. 20th Avenue b/t 130th and 145th is in HUGE need of repair. Kids play in the huge storm drains and buses should be taken off the street (they are empty and drive too fast). We want traffic circles!! We need them for safety of the children!!
78. Love the plan. Our narrow but deep concern is about speeding on Lakeside Place NE.
79. The existing **traffic** rounds should be removed. Cars speed around these and if you are walking you've got to be lucky to not get hit. The cars can not see pedestrians because of the plantings (or oncoming cars). In addition, the edges of the roadway, which you must walk on, are torn up because the cars speeding around the circles cannot stay on the pavement.
80. I also have specific concerns on the "Traffic Patterns". Some examples 20th NE between NE 1 04th and NE 1 05th—501 vehicles, no other counts on the street. Where did they come from? NE 104th Place-345, where did they go? 23rd NE is shown as a busy street from NE 104th Place to NE 1 15th, but there was only one count between NE 105th and NE 107th and no counts anywhere else. A traffic study must have all four legs of the intersections counted. One count every few blocks means very little. If your counts are correct, the Goodwin Way, 20th NE corridor with all its traffic circles is still high. If you want to control intersections and provide pedestrian safety remove the traffic circles and install Stop signs like they have in California and Everett. They work.

81. Correct poor sight distance at the intersection of **24th** Avenue NE and Northgate Way. Install curbing along west side of **24th** Ave NE from NE Northgate Way to Lake City Way. Improve left turn lane when making left turn from Lake City Way to **24th** Ave NE. Install signaled crosswalk at our near intersection of **24th** Avenue NE and Lake City Way.
82. I've been here for thirty years and do not have a problem with **24th** Ave NE, p ahead, leave it alone.
83. "Cross-over" bridge Lake City Way at NE 1 **35th**.
84. Cross Lake City Way overpass/lights at **125th**, **127th**, and **130th**.
85. Lake City Way-more overpasses, fewer lights.
86. Do not encourage auto usage!! Always encourage traffic and walking. Very important to emphasize non-motorized vehicular roadways; bicycling on Lake City Way is horrid! Also, civic core area should have 0 vehicles but **encourage** walking. Park outside area; trolley system.
87. Concerned about safety of people walking or biking along **42nd** Avenue NE.
88. Our main concern is the need for traffic flow controls. The neighborhoods lose quality with the increase of through traffic.
89. Better traffic watching for speeders.
90. **Love** your "pedestrian friendly" goals! How much longer will we need cars, anyway? I'm looking forward to getting the monorail or other mass transit in place. Thanks for recognizing the need.
91. Safety for walkers should be addressed on more streets in Lake City.

92. I am in favor of any moves in the direction of less use of cars' and encouragement of other means of transport. I, for example, use my bicycle all the time for short shopping trips and I'm 51!

93. **Enforce** reduced speed limit leaving Lake City Way westbound up Northgate Way.

94. **Traffic** control on all our residential streets. Keep traffic on Lake City Way.

95. **My** concern is that this plan does not funnel traffic off Lake City Way onto other streets, e.g. 35th NE. It looks okay now—please keep the traffic where it is already.

96. Remove parking on Lake City Way and widen road to 3 lanes, it's a freeway, design it accordingly.

97. **There** are places for plantings and trees, they are called parks. Street trees are beautiful if they are widely spaced and back far enough that they do not hide pedestrians. Low plantings are never good on a roadway with pedestrians. . . Street plantings and trees are not pedestrian friendly on busy streets, they should be removed.

105th STREET CORRIDOR: BICYCLE/PEDESTRIAN TRAIL CONNECTING TO BURKE-GILMAN TRAIL

1. Most of the proposed bikeway paths along 105th could be located on city, parks, or school property and follow an almost level grade from 30th NE to past Rogers School at around the 107th street line.
2. Concerned about overpass situation near 104th and Lake City Way and the impact of high speed bikes on residences (as well as high speed cars going up 104th Way into Victory Heights on the other side of the block).
3. Too vague. From the map it appears that one of the "two new bicycle/pedestrian access points on 105th and 145th)—could be Lakeside Place NE. This could present some serious problems—depending on what is proposed—there are. . . [corner torn off of postcard]. . . run-off problems, and slides at road edge.

4. Crosswalk over Lake City Way at **105th**: Keep bikes from traveling at high speed in that area and shouldn't the overpass be closer to Sacajewea School?
5. Improved access to **Burke-Gilman** Trail is proposed, but this would create more vehicle traffic in pedestrian areas. Improve parking in the library area and encourage biking to the trail facilities from there.
6. I hope that in the implementation of bike **paths** (105th link to **Burke-Gilman Trail**) that adequate provision are made for bikers! Existing conditions preclude safe bicycling. Most bikers do not observe the rules of the road!
7. Do the **105th** Trail.
8. Fund **105th** bike corridor.
9. To me it would be less wear and tear and fear of the hillside to put a bike/pedestrian lane from the **Burke-Gilman** Trail on NE **125th**, jog south on 4 Avenue to NE **123rd**, jog west to Sandpoint Way. The bike ramp is pretty steep for the "average" bike rider.
10. I do not object to bike lanes on existing roads-but do not like the idea of separate bike trails.
11. I am very much interested in the bicycle/pedestrian pass proposed for **105th** Street. Of all the **proposals** this was the most appealing. Connecting all of the resources along **105th** from Lake City Way to the **Burke-Gilman** makes a lot of sense. And if it cuts down traffic on **105th**, I'm even more interested.
12. More thought to bike trails-particularly when it comes through developed residential neighborhood. Do not understand-other than an overpass at **105th/Lake** City Way as a safe way to get across the street why the trail continues up through Victory Heights neighborhood.
13. I like the NE **105th** Street pedestrian/bike corridor.

14. Really like the Civic Core Plan-have concern about bike trail in the Victory Heights.
15. Bicycle routes: NE 1 05th makes no sense because it doesn't go by the 'front door' of the schools and park, but instead up steep slope.
16. Overpass at NE 105th. This should have been done 25 years ago when both Jane Addams and Nathan Hale children had to cross there.
17. I live in Victory Heights. Don't bring bike trail into Victory Heights.
18. I don't like the NE 105th Street bike trail extending west to 19th street. It should end after it crosses Lake City Way.
19. I particularly like the plan to enhance the bicycle and especially the pedestrian use of NE 1 05th Street 'including the overpass at Lake City Way. I urge that this and similar means of protecting the occupants of Lake City neighborhood from the effects of high-rise development gets the highest priority.
20. Bike trail improvement has problem at 105th and Sandpoint, the map is wrong?
21. Really like the Civic Core plan-have concern about bike trail in Victory Heights.

BICYCLE COMMENTS NOT SPECIFIC TO THE 105th CORRIDOR

1. Do not exclude parking for bike lanes.
2. For businesses, preserve business parking; don't put in bike lanes, which eliminate business parking.
3. Parking lanes vs. bikes. Don't get rid of parking for bikes.
4. I would like a bike lane on either 20th or 35th Avenue NE. Thanks! Looks great other than that.

5. Do not bring bicycle trails/sidewalks to Victory Heights, streets are narrow enough!
6. Make Hiram Place NE, southwest corner of Lake City Playground along 125th the way east down Lakeside Place NE to **Burke-Gilman** Trail a key pedestrian/bicycle route like 1 05th to Burke-Gilman.
7. Create a new bike pedestrian route using Lakeside Place NE.
8. Bicycles lanes, throughout, trails, network
9. Bike route suggested along 35th, not Lake City Way. Countered by another comment that 35th has more inclines than Lake City Way.
10. Need bike routes throughout the planning area.
11. Encourage on 35th-parking on 1 side; marked bike lane on the other (Note is steeper than Lake City Way).
12. We think some dollars should be spent on making bike riders safer! Some major roads do not have much leeway between cars and bikes for **commuting** and/or getting to leisure riding spots. Thank you.
13. Bicycles not on Lake City Way.
14. Bicycles: Most cyclists drive cars the same way they ride a bike (ignore rule of the road and courtesy toward pedestrians). In Washington and Seattle a **bicyclist** obeys the same laws as a motor vehicle!
15. Bicycle paths in and to the civic centers from the neighborhoods, not just **from** **Burke-Gilman** Trail. Pedestrian access (trails and views) to natural geographic features (Thronton Creek, hills w/views of Lake City Way).

BUS AND MONORAIL SERVICE

1. How about bus service on NE 145th all the way to Lake City Way?

2. We need better bus transportation from Lake City to Downtown--direct not going through "U" District! Time should mean something.
3. Traffic is one of my biggest concerns. I would like Metro to add a few more direct routes at rush hours. Not just at 12th, 15th, and Lake City Way--anyway the rail will cover that stop. The non-express busses take too long! Even better. Park and rides with more parking spaces!!! That huge lot next to Northgate P&R needs to be bought by Metro. I do not use park and rides because I can never find parking.
4. Get Metro back on track. 72 is gone. People who live on Olympic Hills have no transportation access to Downtown. A shame.
5. Will Monorail bring added traffic? Bikes etc.
6. Get Monorail stops further south on Lake City Way below 120th.
7. I strongly disagree with the idea of using the triangle between Lake City Way, Northgate Way, and 24th Avenue NE for a monorail station. Will bring more traffic to that "corner". Noise, people hanging around, and I don't want to see all those trees cut off and all the houses adjacent to it in such a bad situation.
8. No Monorail!!! If the state can "correct" our no vote on the Mariner's Stadium, they can correct our ridiculous "yes" vote on monorail.
9. Monorail - ? More parking for visitors? Look at parking situation.
10. What about Monorail, what will it do for increased traffic/parking?

OTHER

1. Whole North area is hostile to pedestrians and bicycles-recommend improvements a top priority.

2. Make green street safe for Cedar Park especially if it becomes a school again around the Cedar Park school grounds including the park.
3. Between 45th Avenue & 44th Avenue, 100th Street does not go through. One half is maintained by neighbors and one-half is overgrown with blackberries. Can this be opened as a walkway and/or a useable green space?
4. The planning map shows "street right of way improvements for 30th Avenue from 100th Avenue NE south," but there is no street there and I would like to it remain that way.
5. What are "street right of way improvements" that are planned for some of our residential streets. We should be asked if we want them.
6. Hiram Place is currently blocked, keep it closed to cars-indigenous plants, impact on them.
7. Hiram Place issues: several residents in attendance do not want 28th opened up to traffic, **and want** pedestrian oriented factor retained. Concern to re native plant life along the walk.
8. 120th from 27th to Hiram is a deep hollow. I live [on Daniel Place]. Please correct the bottle-neck at 1 5th and 1 17th and 115th to go west or south. Please no bridge on 120th over Thornton Creek.
9. Clear English Ivy encroachment and blackberries from 135th NE stairs. Water runoff is damaging area. Lights occasionally shut off leaving darkness and slippery conditions.
10. Include NE 130th and NE 135th Street in plan as little viewspots. Including them in the plan will make them eligible to receive **SPIF** funds.
11. More [detail] about 125th to Playground path.
12. I live on 105th. My concern is that you still allow parking on at least one side NE 105th.

13. [I like] the bike paths, sidewalk improvements, encouraging density within core.
14. Sidewalks and curbs and closing some streets will help greatly, but only if there is a real commitment to the neighborhood's quality of life.
15. What about removing the no parking signs around 35th and 125th so residents can park?

CIVIC CORE

LIBRARY

1. Expanding library facilities is a great **idea**. But it would be nice to see other options beyond expanding the park, etc.
2. Bigger library.
3. Improved Library parking is a must.
4. I like the community center/library plans.

CHARACTER

1. Make urban landscaped and tree lined plaza large enough for community events and farmer's market.
2. Please consider the wonderful job done at U-Village and incorporate the beauty of the work done there to our area. The outdoor eating areas and flowers and resting spots.
3. Look at U-Village! Nice! Please encourage useful and attractive businesses in the Lake City Way core. Pawn shop, **Xotic** Tan, auto parts – YUCK! I don't go to Lake City.
4. Distinctive isolation and design of village center (**library/communitiy** center) from other business.
5. For Lake City Core okay, but don't get too "trendy" or fancy.
6. Concentrate and spend money first in core urban area.. Lake City core area is/looks like a blight. Fix that up – don't mess with border neighborhoods. I

would like core area to be nice. Right now I just go there for **Bartells** and **QFC** and drive thru on my way to Bothell.

7. If the way **127th** street in front of the post office is an example of your work – scrap it. It's unbelievable that an engineer could do that!

PARKING

1. Vehicles but encourage walking. Park outside the area: trolley system.
2. Eliminate Davis Park and allow library and parking to expand on to the site with bike racks too.
3. I like the community center/library plans.

ACQUISITION

1. Please don't spend it all on some study. \$50,000 isn't much money. Statting the Civic Core plan should be the priority.
2. Quick action may be essential for property acquisition.
3. Buying parking for Lake City Library and Community Center: I don't **recommen**d paving parks for parking. Once you build on it, you've lost it. It would be perhaps more strategic to buy old single family homes to tear down for **parking** instead. I realize this park is not heavily used as is. Perhaps an outdoor amphitheater in this location would be more appropriate. The library and community center could use this space for educational presentations and play

POST OFFICE

1. Drive-by post boxes needed.
2. A drive by mail box should be priority.
3. Post office drive through mail boxes needed

OTHER